

FOUR BOATS IN CLOSE RACE.

FURTHER THEY GO, MORE INTERESTING CONTEST BECOMES.

Hamburg, Alisa, Endymion, the Atlantic, according to the latest reports—changes made from day to day—Endymion improves her position.

The Hamburg, Alisa, Endymion and the Atlantic are making a great fight for the German Emperor's prize, and the further the yachts go on their voyage the more interesting the contest becomes. The latest reports that have been received from the leaders in the race place the order as named. The St. Paul sent in the last bulletin, but her captain on arriving here yesterday corrected an error which was made in transmission. He said he received a message from the Minneapolis saying that the Hamburg was the leading boat in the contest and that she was leading the Alisa by about thirteen miles. This was on May 24. Then the St. Paul sighted the Endymion and the Atlantic. The Endymion was seen at 6:50 P. M., Greenwich time, in latitude 42° 20', longitude 43° 45'. She was then 1,355 miles from Bishop's Rock, which is not many miles from the finish. Greenwich time would be the same as 5:05 P. M. ship's time at that point, or 1:53 New York time, and the Endymion had then been out 169 hours, 58 minutes.

The Atlantic was sighted at 10:25 P. M., Greenwich time, in latitude 41° 48', longitude 45° 02'. She had then been out 173 hours, 14 minutes actual time and was 1,323 miles from Bishop's Rock, according to the figuring of the captain of the St. Paul.

The Hamburg was last seen by the Celtic. This was at 8:32 o'clock on the morning of the 24th, and she had then been out 162 hours 10 minutes and had sailed 1,357 miles. The Hamburg up to her last sighting had averaged 8.35 nautical miles an hour. The Alisa, thirteen miles east of her, had averaged 8.25 miles an hour. The Endymion's average up to her last sighting was 8.14 miles an hour, and the Atlantic had averaged 7.6 miles an hour.

It is interesting to note the changes that have been made from day to day by these four boats as they have been reported. The Hamburg was first seen by the Onida 137 miles out after seventeen hours sailing. She was next heard of on the 18th, when she had been out for forty-three hours. She had then made 299 miles of her long journey and had averaged 6.6 miles an hour.

Between the two sightings she had averaged 6.4 miles an hour. Then she was heard of on the 22d, when she had been out 119 hours 37 minutes. She had sailed up to that time 980 miles and had averaged 8.26 miles. Between the two sightings she had sailed 631 miles at an average rate of 5.3 miles an hour. Then she was seen on the 23d, when she had been out 136 hours 45 minutes, and she had sailed 1,018 miles on her course at an average speed of 7.37 miles an hour. She had then sailed 1,018 miles and her average speed was 7.37 miles an hour. Her last sighting was on the 24th, when she had sailed 1,357 miles, and her average to that point was 8.35 miles an hour. She must have had a fine breeze between these two sightings, because she sailed 339 miles in 39 hours 34 minutes, making an average of 8.5 miles an hour.

The Alisa has not been spoken of often. When out twenty-two hours she had made just 120 miles. This was in light head wind. Then she was seen on the 19th, 230 miles out, and she had made that distance in 49 hours 25 minutes. Between the two sightings she had sailed 110 miles at an average rate of 2.2 miles an hour, and her average to that point was 4.6 miles an hour. Next, she was heard from on the 21st, when she had then sailed 770 miles in 103 hours, 22 minutes, and her average speed was 7.5 miles an hour. Between the last two sightings she had averaged 11.4 miles, so that she, too, must have struck a good sailing breeze. Her last sighting was on the 24th. She had then sailed 1,314 miles in 168 hours, averaging 8.4 miles an hour. Between the last two sightings she had sailed 540 miles in a little less than 90 hours, averaging 6.0 miles an hour. This shows that the yacht is doing some fine work.

The Endymion in the first twenty-four hours sailed 138 miles, averaging 5.7 miles an hour. When thirty hours out she had sailed 184 miles and her average had increased to 6.13. Then she found a nice sailing breeze, and when out 44 hours, minutes on the 18th she had sailed 299 miles and made an average of 6.8 miles an hour. On the 21st she was seen close to the Alisa and had gone 770 miles in 103 hours, 22 minutes, averaging 7.5 miles an hour and between the two sightings she had averaged 8.13 miles an hour. On the 22d, when out 129 hours 61 minutes, she had sailed 1,018 miles at an average rate of 7.43 miles an hour, showing still further improvement. On the 24th she was seen 1,314 miles out and had averaged 7.9 miles for the distance, and her last sighting gave her an average of 8.14 miles an hour. This shows that the further the Endymion goes the more she improves her position, just as the Alisa does.

The Atlantic made a fine showing early in the race and the 21st when she had sailed 804 miles, she had averaged 8.2 miles an hour. Since then she has not done so well. The sighting of this yacht shows that she had to change her course previously to clear the ice and then she found a soft spot, for on the 23d she made ninety-nine miles at an average speed of 3.04 miles an hour. This allowed the other boats to pass her.

The following tables show the progress of the yachts between the more important reports made by passing steamers.

Boat	Lat. N.	Long. W.	Dist. Sailed	Average	Per Hour	Time Sailed
Hamburg	42° 20'	43° 45'	1,355	8.35	169 h 58 m	
Alisa	41° 48'	45° 02'	1,323	8.25	173 h 14 m	
Endymion	42° 20'	43° 45'	1,314	8.14	168 h	
Atlantic	41° 48'	45° 02'	1,018	7.43	129 h 61 m	

AT NUMBER 400 FIFTH AVENUE

Toilet Sets. We have just received an ivory set of 10 pieces, a marvel of Japanese skill in carving. The mirror-back seems a veritable field of nodding chrysanthemums. The price is \$250.00. We have other sets in great variety, from \$25.00 up. We hope to have the pleasure of showing these goods to you personally.



MERMOD, JACCARD & KING Jewellery
Our Catalogue of Jewellery, etc., Sent Free.

21	102 22	779	7 6	480	8 53
22	102 22	779	7 6	480	8 53
23	102 22	779	7 6	480	8 53
24	102 22	779	7 6	480	8 53

The times given in these tables are corrected to the positions the yachts were in when seen. Only distance on the course has been taken into consideration, as all have been sailing very close to the fortieth parallel.

The sightings to date:

May 18, 10 A. M., by Onida; 12 miles east-southeast of Sandy Hook lightship.
May 19, 2 A. M., by Grosser Kurfuerst; 12 miles east of Sandy Hook lightship.
May 20, 9 A. M., by St. Louis; lat. 39° 40'; long. 65° 55'; 555 miles from Sandy Hook.

May 20, 9 A. M., by Onida; 130 miles east-southeast of Sandy Hook lightship.
May 20, by Celtic; lat. 40°; long. 63°; wind southeast.
May 20, by Westernland; lat. 40° 43'; long. 60° 20'.

May 20, by Minneapolis; lat. 40° 40'; long. 59° 50' southwest, fresh.
May 20, 6 P. M., by Nordland; lat. 40° 53'; long. 63° 50' southwest, moderate; distance from start, 720 miles.
May 21, 3 P. M., by Bremen; lat. 41°; long. 65°; wind northwest, moderate; distance from start, 720 miles.

May 21, 3 P. M., by Armenian; lat. 31° 03'; long. 54° 11'; distance from start, 640 miles.
May 21, 12:30 P. M., by Minnehaha; 37 miles ahead of Valhalla; about long. 52°; 1,003 miles out.
May 24, 7:35 P. M., by St. Paul; lat. 41° 40'; long. 45° 35'; 1,325 miles out.

ENDYMION.
May 18, noon, by Nettie Shipman; lat. 39° 45'; long. 71° 00'.
May 18, 4:40 P. M., by Kennett; lat. 39° 45'; long. 70° 00'; 37 miles south of Nantucket Shoals lightship, 187 miles from start.
May 19, 9 A. M., by Grosser Kurfuerst; lat. 40°; long. 67° 30'.
May 21, 8:30 P. M., by St. Louis; lat. 39° 40'; long. 65° 55'; 555 miles out.

May 21, 11:30 P. M., by Carpathia; lat. 40° 44'; long. 55° 13'.
May 24, 10:45 A. M., by Celtic; lat. 41°; long. 45° 08'; 1,302 miles out.
May 24, 3:34 P. M., by St. Paul; lat. 41° 40'; long. 45° 35'; 1,325 miles out.

FLORIDA DELTA.
May 18, 9:10 P. M., by Kennett; lat. 40° 53'; long. 62° 40'; 135 miles from start.
May 20, 12:02 A. M., by Minnehaha; 37 miles ahead of Atlantic, about long. 52°; 1,003 miles out.

HAMBURG.
May 18, 5 A. M., by Onida, leading Atlantic, 132 miles east southeast from Sandy Hook lightship.
May 19, 9 A. M., by Grosser Kurfuerst; lat. 40°; long. 67° 30'.
May 22, 4:20 A. M., by St. Louis; lat. 39° 40'; long. 65° 55'; 555 miles out.

May 23, 6:32 A. M., by St. Paul; lat. 40° 40'; long. 55° 13'.
May 24, 3:34 P. M., by Campania; lat. 41° 40'; long. 45° 35'; 1,325 miles out.

HILDEGARDE.
May 18, 10 A. M., by Nettie Shipman; lat. 41° 42'; long. 60° 25'.
May 21, 5 P. M., by Haverstraw Grange; lat. 40° 74'; long. 55° 42'; 870 miles out.

SUNBEAM.
May 18, 4 P. M., by Nettie Shipman; lat. 40° 53'; long. 70° 47'.
May 22, 1:40 P. M., by Kronprinz Wilhelm; lat. 40° 53'; long. 55° 35'; 827 miles from start.

May 22, 8 P. M., by Lucania; lat. 40° 10'; long. 54° 58'; 850 miles out.

THIRTEEN.
May 20, 2:30 P. M., by Gorsemore; lat. 42° 17'; long. 64°.

UTOWANA.
May 20, 4 P. M., by La Campanie; lat. 40° 40'; long. 62° 15'; distance from start, 540 miles.
May 23, 6 P. M., by Neckar; lat. 39° 49'; long. 60° 43'.

VALHALLA.
May 18, midnight, at Nantucket Shoals lightship, 120 miles from start.
May 22, 2:35 P. M., by Minnehaha; lat. 40°; long. 54° 58'.
May 22, 9:40 P. M., by Minnehaha; lat. 40°; long. 55° 06' miles out.

The yachts started at Sandy Hook lightship at 12:15 o'clock on May 17. The lightship is in latitude 40° 29', longitude 73° 50'. They will finish off the Lizard, which is in latitude 49° 57', longitude 5° 12'.

WOMAN SYRACUSE WANTS.
Maude Davis Arrested Here, Just Why Police Profess Not to Know.

Maude Davis of 150 West Ninety-ninth street was arrested by Detective Sergeant Peabody and Clark yesterday, and as they were for the authorities of Syracuse. William Davis, a printer, the woman's husband, was also taken to Police Headquarters as a suspicious person.

Detective Sergeant Funston, who was in charge of the Detective Bureau yesterday, said he understood that the Davises had purchased some furniture on the installment plan from a Syracuse firm, and that the firm was the complainant. According to Funston's information, Mrs. Davis had in some way been associated in Syracuse—possibly as landlady—with John Mullin, who was arrested in this city on May 16 for the robbery of Brewer's bank at Gilbertville on May 2. Mullin left Syracuse suddenly.

Edward Watson, alias Wilson, who was arrested with Mullin for the Gilbertville burglary, but discharged, will probably be surrendered to-day to the Pittsburgh authorities, who want him for the robbery of a jewelry store in Allegheny city last September.

FINISH FIGHT IN CHICAGO.

LEVY MAYER HERE TO SEE EXPRESS COMPANY HEADS.

Lawyer Says the Employers Will Never Give In and Never Reinstatement a Striker—Less Disorder Now—Business Agent Barry Not Here—Local Unions Active.

Levy Mayer, attorney for the Chicago express companies who drivers are on strike, came here from Chicago yesterday and had conferences with representatives of a number of the express companies at the Holland House, where he is stopping. Senator Platt, president of the United States Express Company, was out of town, but is expected here to-day.

Mr. Mayer was not inclined to answer direct questions about his errand; but left it to be inferred that all the express companies have entered into a defensive alliance against the drivers.

Mr. Mayer was showing yesterday a postal card which he received declaring that there was one way by which he could end the strike, and that was by hanging the strike leader, Shea.

"That is one sample of the mail I am constantly receiving," he said; "but I get others of a more serious character. I have received a number of threatening letters; but they do not alarm me. I think that I shall save all of these letters and have them printed."

"We are in this fight to the end. There will be no concessions to the strikers. We are gaining strength daily and there is no going back on the position we have taken in the fight."

Later in the day he gave out this official statement: "The places of all the striking teamsters of the express companies in Chicago have been permanently filled, and a large majority of the places made vacant by the strike of the teamsters working for the members of the Employers' Association have likewise been filled. The express company teamsters were explicitly and emphatically warned that if they struck they would part permanently from their employers, and would not be reemployed."

"Notwithstanding this caution and in defiance of their contract, they struck. They made no complaint and had no grievance of any kind. They were completely satisfied with their wages, hours and all other conditions. They struck solely because they were required by their employers to make deliveries to houses which the teamsters' union had boycotted."

"In consequence of this they are reaping the result which should follow an inexcusable and reckless breach of a labor contract. The express companies are resolute, and their determination is firm, final and conclusive. Their position is irrevocable and they will continue along that line, no matter how long the strike may continue."

"Through violence, assaults, slugging and riots have been going on, their intensity is abating. This results from the Federal court injunctions, the many rules which have been issued for contempt of court and the protection furnished by Sheriff Barrett, through the thousands of special deputies he has sworn in, supplemented by the police protection, which though late in materializing, has now become more determined and as effective as the size of the force will permit."

"When asked what his specific mission was coming to New York, Mr. Mayer said: 'I must at this time decline to reveal the specific purpose of my visit or the purpose of any conference which I have had or may have with any of the express company officials—certainly not before to-morrow, if then.'"

"He said that he would return soon but did not know just when. He was asked if his coming had any connection with the report that James E. Barry, business agent of the Chicago Express Drivers' Union, was on his way here."

"I know nothing whatever about Mr. Barry's errand," he said. "I am certainly not here on any business which would bring him and me together. If he has come to New York at this time it is a mere coincidence. He has not asked to meet me in conference and I know the situation is such that there can be nothing for us to confer about."

Meetings of nearly all the twenty-three locals of the International Brotherhood of Teamsters in New York were held yesterday. The largest meeting was held by the dry goods teamsters, an organization which a year ago was on the point of a general strike.

President Hoffman of the dry goods drivers said that the important action had been taken, but would not say what. Asked if it had to do with financial assistance to the Chicago strikers he said that for some weeks contributions amounting to \$1,000 a day had been sent by the New York locals to the Chicago strikers.

"I do not believe that a sympathetic strike will be called," he said. "If a strike is asked for without the sanction of the executive council of the New York district of the International Brotherhood, the result of this vote of opinion will be reported at a meeting of the executive council this week. Business Agent Barry has not notified us yet of his arrival."

General Organizer Moylan of the International Brotherhood also said that no sympathetic strike would be ordered. A request was made on behalf of the Chicago teamsters to be acted on by the executive council of the New York locals. He had heard of no such request.

The Central Federation Union yesterday decided to send money to the Chicago strikers.

NAB MORE UNION SLUGGERS.
Fifteen Things and Officials Now Captured in Chicago—Strike Quiet.

CHICAGO, May 28.—All other interest in the teamsters' strike developments to-day gave way in face of the arrest of four men charged with being hired union sluggers and the capture of former President Mellour of the Carriage and Wagon Workers' Union, Local No. 4, who signed a written confession acknowledging guilt in the hiring of the Dickhooley band, now under indictment for an assault on G. J. Carlstrom.

All five men are locked up at the Harrison street police station. For twelve hours they were subjected to a grueling examination by Inspector Lavin and his officers.

Three of the sluggers weakened under the strain and confessed that they had attempted three times in one day to kill Paul H. F. Johnson, B. Stewart and W. E. Ellis, superintendent of city delivery for the Wells Fargo Express Company.

The arrest of the five men completes a roster of fifteen union officials and hired sluggers already captured by the police or sought on warrants.

There were no startling developments to-day in the teamsters' strike. Both sides were active. The Chicago Federation of Labor held a special meeting for the purpose of discussing future plans and several organizations passed resolutions pledging support to the cause of the striking teamsters. The attorneys for the employers spent part of the day in preparing for the renewal of the fight to-morrow before Master in Chancery Sherman and promised some startling developments in the connection of Arthur Dixon and T. J. Cavanaugh with the councils of the striking teamsters. It was alleged that Dixon's teams were delivering to strike bound firms with the connivance of the officials of the union. It is also alleged that Cavanaugh is high up in the teamsters' council.

The alleged deposing of Shea by the general executive board of the International Brotherhood of Teamsters was the general topic of discussion among the unionists. The special meeting of the Chicago Federation of Labor, in Bricklayers' Hall, this afternoon, was held behind closed doors. President Shea and the teamsters and officers of various unions discussed the strike and future action on the part of the affiliated unions. Three hundred unions were represented.

Resolutions expressing confidence in the manner in which the strike is being conducted and endorsing united aid, moral and financial, to the teamsters and garment workers were passed unanimously. The delegates were of opinion that the strike would be a long drawn out one. It is expected that the dates to be arranged by the general strike committee, and to make preparations for a monster labor demonstration on July 4.

The strike committee will have placards printed in bold type reading "No goods received here from scabs," and strike sympathizers will be asked to place the cards in their windows.

Franklin Macveagh, the wholesale grocer, returned yesterday from Cincinnati, where the night before he spoke on "Labor Unions" at the Commercial Club banquet. His speech had revived the talk of graft in connection with the teamsters' strike. One of the things said by Mr. Macveagh was:

"The initial blunder made by the oligarchy of union leaders was taking it for granted that the employers would have no scruples against buying immunity."

Commenting on this, Macveagh said: "It was matter of common report that if a little money had been judiciously used there need never have been a strike. This phase of the matter is under investigation by the Employers' Association and the truth eventually will be learned."

Mr. Macveagh expressed the hope that Mr. Mayer's trip to New York would result in a renewal of peace negotiations. He said he believed the express companies would not stand in the way of a settlement and that peace conferences would be taken up where they were left off a week ago, when the employers had strong hope that the strike would be settled.

\$7,000,000 COMPANY HAS TO QUIT
Chicago Strike Forces Big Paper Concern Out of Business Temporarily.

CHICAGO, May 28.—The teamsters' strike has caused the Interstate Paper Company, a \$7,000,000 corporation, practically to suspend business. The product of the fourteen mills in Michigan, Wisconsin, Ohio and Illinois, for which the Interstate Company has been the selling agent, will be sold direct from the mills for the rest of the strike.

A meeting of the directors of the corporation was held Friday. The uncertainty as to the prompt delivery coupled with the Eastern competition compelled the directors to decide that all paper shall be sold hereafter from the mills.

"I can't say that this arrangement will be permanent," said General Manager P. M. Morgan last night. "I think that it will be only temporary. The Interstate Company has not been dissolved, and its offices in the First National Bank building for a time at least."

RUSSIA SAFER THAN CHICAGO.
Princess Cantacuzene Surprised by the Way the Teamsters Run Things.

CHICAGO, May 28.—Princess Cantacuzene, who has been visiting her niece, Mrs. Henry L. Rollmeyer, 2039 Kenmore avenue, for a few days, left Chicago yesterday to return to Russia, saying she considered that land a much safer place than Chicago with its strike troubles.

The Princess, whose husband was the late Prince Nikola Fedorovich Cantacuzene, was formerly Miss Frances Black of New York. Since her marriage, twenty-five years ago, she has been living on the Cantacuzene estates near Kishineff, in Bessarabia.

"Why, it is simply awful that a metropolitan city like Chicago should allow such a thing as a strike to get into its veins and to cause such a reign of terror as there is in some parts of this city to-day," she said. "Why, in Russia we would have had the soldiers out and put the strike down long ago."

DIVIDEND TO DEPOSITORS
In Merchants' Trust Co. Soon to Be Paid Out of Cash.

Douglas Robinson, one of the receivers of the Merchants' Trust Company; Otto Bannard, president of the New York Trust Company, which is also acting as receiver, and Edward Lauterbach and Alfred R. Page, the receivers' counsel, returned yesterday from an inspection of the Rutland properties, whose securities put up as collateral for loans, figure among the assets of the trust company. None of them would talk yesterday as to the condition of these properties, but the statement was made that the prospect was good that the depositors would be paid in full shortly without any assessment of the stockholders.

The results of the trip made by the receivers will be made next Saturday, when the motion to make the receivers' statement will be argued. According to one of the party, it was found that the gas works forming part of the Rutland properties was in particularly good condition and ought to attract a purchaser. The Rutland street railroad and the water company were not so promising, it was said.

It was learned yesterday that since the receivers took possession of the trust company at least one offer has been made for not only the Rutland properties, but also the Hudson Valley Railway. This offer came from a syndicate which proposed to take over all the trust company's interest in both these properties at a price said to have been around \$50. Until the receivers are made permanent nothing will be done in the way of disposing of the properties. It is likely that a simple dividend to defer this will be paid out of the cash assets within a week or so.

The story that the Goulds had become interested in a syndicate which would offer \$5,000,000 for the trust company was denied yesterday by one of the lawyers who represent the Goulds.

MOTHER AND DAUGHTER KILLED.
Run Over by the Merchants' Limited Express Near New London.

NEW LONDON, May 28.—Mrs. James Clark, 29 years of age, and her five-year-old daughter were killed at Poquonoc Saturday night by the Merchants' Limited Express en route from New York to Boston.

When the train reached Providence, at 8:40 o'clock, the engineer found a woman's hat and a section of scalp with hair attached wedged in the cowcatcher. The mystery was not solved until 4 o'clock this morning, when a train crew discovered the dead bodies of Mrs. Clark and her daughter near the tracks at Midway, the new freight terminal at Poquonoc, four miles east of this city.

Mrs. Clark with her daughter had started in search of her other child, John, a boy of 9 years, and was walking along the east track when the express swooped down upon them and swept them into the embankment. The husband of the dead woman is a brakeman and did not learn of the tragedy until he reached New London on a freight train from New York this noon.

The Clark family came to New London from Montreal several months ago, but moved to Poquonoc in April, when the new Midway terminal was opened.

CAR SMASHES MAIL WAGON.
Which Was Traveling on the Car Track—Driver Badly Hurt.

A southbound Lexington avenue trolley car ran into a southbound mail wagon at Thirty-eighth street at 3 o'clock yesterday morning, and smashed it, sending mail bags in all directions. The passengers of the car got out and picked up the bags.

The driver of the wagon, John Frank, was sent to Bellevue badly hurt. The motorman, Joseph White, was arrested.

Coffee Hurt You?

No need to get mad now, tear up the paper, or shout "nonsense, good coffee never hurt anyone."

You know better than that for you can point out all around you folks who are the worse for coffee's slugging. Think over a few coffee-drinking friends and casually enquire if they are entirely and perfectly well and just how coffee treats them.

If it hurts others isn't it just possible?

Catch the drift, don't you?

In fact after you have studied the matter a bit it will come plain that if you are a coffee drinker the chances are you already have some form of incipient or perhaps fixed organic disease due entirely to the coffee—constipation, rheumatism, eye trouble, nervous headaches, nervous prostration or others of the well proven coffee ails. You can decline to look the thing squarely in the face and peg along with the coffee.

Some day Nature will haul you up SHORT!

IT'S A POOR BARGAIN

to swap health and a clear, business-like head, for a few cups of coffee each day.

Every coffee toper tries to wiggle round and charge his aches and ails to weather, overwork, too much or too little food, this, that or the other thing, so it isn't his Master's coffee.

A Sure Personal Test

will locate the exact cause of your steady destruction of health, if that cause be coffee. It's worth knowing the plain, sober fact before fixed organic, heart or other disease sets in, which perhaps cannot be cured.

The test is pleasant, accurate and satisfying.

Quit coffee absolutely for 10 days and in its place use Postum.

BE SURE the Postum is properly boiled as per direction on pkg. (and that's easy) then you have the famous Food Coffee, with the deep seal brown which turns to rich golden brown when rich cream is added and the flavor is crisp, snappy and soft like the high grades of Old Gov't Java.

If in two or three days you begin to sleep soundly at night, digest your food better, stomach and bowels show signs of recovery, or the old feeling of weakness at the heart leaves, or eyes get stronger and head works clearer (the ails of coffee drugging are multitudinous) the facts will be before you and

YOU HAVE THE ANSWER,

POSTUM COFFEE

10 days. "There's a Reason."

Get the little book, "The Road to Wellville," in each pkg.

A GEM OF THE FIRST WATER.

Straight from the hand of nature.

Hunyadi Janos

Is the only reliable Natural Mineral Water Laxative, prescribed by all Physicians throughout the world. Half a tumblerful on arising is a positive remedy for all stomach ailments, acting gently and quickly, even in stubborn cases of

CONSTIPATION.

Get a bottle now—to-day—and see that you get Hunyadi Janos. Drink it warm to get best results.

Hunyadi Janos is the ONLY Natural Mineral Water Laxative awarded the GRAND PRIZE, St. Louis Exposition, 1904.